

divided into sections 11, 12, 13, 14 and 15 each separable by perforated lines 101, 102, 103 and 104. These lines can be traditional perforations, or they can be simple folds. In some situations there need not be any perforations or folds.--

✓ Please replace the originally filed second paragraph on page 7 that begins with "As will be seen in FIGURE 2" with the following paragraph:

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--As will be seen in FIGURE 2 for an airline ticket portion 13 of ticket stock 10 is printed with the necessary boarding information. In such a situation, section 14 would be the passenger's copy of the boarding pass, section 15 would be the passenger's receipt, and sections 11 and 12 would be the luggage tags that would be preprinted. Thus, the luggage tags can be removed from the printer and ticket stubs 13, 14 and 15 can be separated along the perforation lines. Paper on the backing of the ticket stub area (not shown) can be removed to reveal a portion which has a sticky substance thereon which would allow the tags to be placed in the traditional manner on the luggage to form a loop around the handle.--

✓ Please replace the originally filed first full paragraph on page 9 that begins with "Turning now to FIGURE 5," with the following paragraph:

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--Turning now to system 50 of FIGURE 5, when the user arrives at the point of utilization, i.e., the boarding gate of the airline, bus station, train station, or at the exit gate of the rental car agency, or at the entrance to the theater (so that the preprinted commercial transaction is about to be authenticated and the services actually rendered based upon a preestablished commercial transaction between the parties) reader 51 reads the information that is on the preprinted ticket including the original indicia 16a and the new indicia 21. This information is provided to processor 52 which then extracts the key from the data contained in indicia 16 for decoding the data in indicia 21, thereby enabling a determination that the passenger is okay to go 54, via display 53, or that the ticket is not valid 55, via display 53. Processor 52 can transmit and receive information via communication control 56 overlink 501 to communication control 41 in FIGURE 4. The purpose of this link can be two fold if desired. 1) When the initial transaction is consummated, processor 42 can operate to transmit the information via link 501 to processor 52 and its database (not shown) indicating that

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certain information has been printed on various tickets. This would serve as a further backup to the decision process at the time of offering of the services since the indicia that has been printed is expected at that period of time from the information given at the time of the booking. For example, seat information and other information including information pertaining to the printed indicia 21 can be communicated to processor 52 so that when printed indicia 21 is presented, processor 52 can utilize its intelligence to determine the validity of the printed indicia to further check that copies are not made and that the services are not given to the wrong person or to many people utilizing the same numbers.--

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Please replace the originally filed first paragraph on page 10 that begins with "This system cuts down" with the following paragraph:

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This system cuts down on fraudulent operations and even if an unscrupulous operator were to make copies of a printed ticket, only one such ticket could be processed at processor 52 because the second one would block since it would no longer be valid for transport or for the rendition of services. Thus, the user of the ticket stock would be in no different position than if the user were to obtain a ticket and have somebody steal the ticket and/or copy the ticket, since control indicia 21 would only have been printed upon the consummation of a commercial transaction, which implies that a means of payment had been agreed upon between the parties.

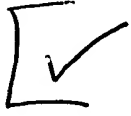
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Please replace the originally filed second paragraph on page 10 that begins with "Turning now to FIGURE 6," with the following paragraph:

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--Turning now to FIGURE 6, a simple flow chart is shown to show the operation just described and box 601 of the ticket is read and box 602 determines if the format of the entire ticket including indicia 16a and 21 is accurate and proper. In this respect there can be, if desired, interaction between information at the local service rendering position and the central data base box 604. If the format is wrong, the transaction is stopped via box 602. If the format is proper, then the original indicia is read box 603 to determine the key which would be used to decode indicia 21 prior to such utilization of the key. The key is checked via box 605 to determine if it is a valid key. If the key is not valid, the transaction is stopped

by proceeding to box 55. Again this validity check can be done in cooperation with information received from the central data base, if desired, via box 604. If it is a valid key, then the key is used to decode the information from the printed indicia box 606 which provides information to processor 607 which verifies the authenticity of the data on the remainder of the ticket and determines (optional) if the parameters (time, date, sequence, etc.) are correct for the passenger of this receipt box 609. If the ticket (receipt) being presented is not within the expected parameters, the transaction is stopped by proceeding to box 55. If the ticket (receipt) being presented is within the expected parameters, the transaction continues to box 610. Again this information can be used to update the central processor 608 if desired to maintain central control. Box 610 controls whether the bearer may board or enter the feeder or remove a car from the lot or any other commercial transaction controlled by the ticket or other display utilized at the time of the actual rendering of the service or the obtaining of the goods where the goods or services have been paid for in a prior arranged commercial transaction. If the bearer may board, the transaction proceeds to box 54. If not, the transaction is stopped via box 55.--

 Please replace the originally filed first full paragraph on page 11 that begins with "FIGURE 7A" with the following paragraph:

CS --FIGURE 7A shows blank stock 70 which has been divided into three sections 71, 72, 73 each having printed thereon an indicia 16, which has a machine readable part and a human readable part. Note that the last two digits in our example 02, 07 and 08 are individual to each form with respect to sections 71, 72 and 73 and need not be in sequential order. These individual last digits could signify the actual sheet number of a form 70 or the individual section number. Blank stock 701 of FIGURE 7B has three more sections 74, 75, 76 and blank stock 702 of FIGURE 7C has an additional two sections 77, 78. These sections could all be part of one long roll of forms or could be different form sheets with different numbers of blanks thereon.--